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It is to be hoped that the demand for these guidebooks will be sufficient to warrant their revision and republication from time to time, so that they may be kept thoroughly up to date. It is suggested that in future editions a set of small maps of the individual states be added, to give the reader a more complete geographic background for the detailed route maps than is afforded by the single physical map of the United States which is included in each volume.

Bulletin 613 covers the route of the Atchison, Topeka & Santa Fe Railway from Kansas City, Missouri, to Los Angeles, California, with a side trip to the Grand Canyon of the Colorado. It is obtainable from the Superintendent of Documents, Washington, D.C., for fifty cents, postage free.

C. W. T.

"Diamond Fields of German South-West Africa." By C. W. BOISE. *The Mining Magazine* (London), June, 1915, pp. 1-14, figs. 8.

These fields, which produced nearly \$15,000,000 worth of diamonds in the year 1913, constitute a narrow strip along the coast in the southwestern part of the colony. The productive area is about 75 miles long, nowhere extending more than 12 miles inland. It is a barren desert, swept by the south trade winds, and has an annual rainfall not exceeding 2 inches. The coastal tract is characterized by low north-south ridges separated by stretches of sand and fine gravel, in which the diamonds are found. The productive stratum is at the surface, and averages not more than six inches in depth. The deposits are in effect *eolian placers*, in which the diamonds have been concentrated by the sifting action of the wind, which winnows out the finer and lighter material. The richest concentrations are often found in streaks parallel to the direction of the prevailing wind. The average size of the diamonds found increases toward the southern part of the field, but their original source is unknown.

C. W. T.

Coal Fields of Pierce County. By JOSEPH DANIELS. Washington Geol. Survey, Bull. 10, 1914. Pp. 146, pls. 30, figs. 23.

The coals of this county are all in the Puget formation of Eocene age. This formation consists of sandstones, shales, and coals and attains a remarkable thickness, estimated at 15,000 feet. The beds have been

sharply folded and faulted. A heavy mantle of glacial drift covers most of the county, and details of structure are learned only from mine workings. No estimate is made of the amount of coal available.

W. B. W.

Geology and Water Resources of Tularosa Basin, New Mexico. By O. E. MEINZER and R. F. HARE. U.S. Geol. Survey, Water Supply Paper 343, 1915, pp. 317, pls. 19, figs. 51.

The Tularosa Basin is shown to be a down-faulted block between highlands of Cretaceous, older Mesozoic (?), and Carboniferous sedimentary rocks lying upon granite. The Pennsylvanian Manzano group of Red Beds here has a thickness of about 2,500 feet, and contains much gypsum. Tertiary intrusives of several types cut the older rocks. The valley bottom is covered with Quaternary deposits, comprising water-laid gravels and finer sediments several hundred feet thick, together with modern dune sands and saline deposits. There are two recent lava flows, with well-preserved cinder cones and craters.

An unusual feature of this valley is an area of 270 square miles of dunes of gypsum sand, still in motion. The gypsum is derived from deposits on the floor of a large alkali flat to windward (west) of the dune area. The gypsum of the playa in turn was derived from the bedded gypsum in the Manzano group, the solution of which has given rise to numerous sink-holes, locally so abundant as to have produced karst topography.

C. W. T.

Limestone Road Materials of Wisconsin. By W. O. HOTCHKISS and EDWARD STEIDTMAN. Wisconsin Geol. Survey, Bull. 34, 1914. Pp. 136, pls. 41, figs. 2.

The importance of thorough investigation of road-building materials is shown by the fact that this state appropriated approximately \$1,250,000 for highway purposes in 1914. This report treats of limestone materials only. Part I describes various standard tests on road materials and emphasizes the importance of thorough testing. The chief limestone horizons are discussed briefly. Part II takes up by counties the limestone areas of the state. There is a brief description of limestone resources, with results of samples tested, and 40 areal geology maps of different counties. Wisconsin is said to be more abundantly supplied with road materials than any of the neighboring states.

W. B. W.